

**54H60-77 Propeller Overhaul Program  
Statement of Work ATTACHMENT  
“A”**

**16 January 2013  
REV Sep 2015**

**Type of Work: Depot Level Overhaul of the 54H60-77 Propeller Assembly**

Prepared by NAVAIRSYSCOM /  
NAVSUP WSS TABLE OF  
CONTENTS

1.0	PROGRAM SCOPE .....	77
1.1.	BACKGROUND .....	77
1.2.	PURPOSE .....	77
2.0	GENERAL INFORMATION .....	77
2.1.	DEFINITION OF TERMS .....	77
2.2.	NAVY ACRONYMS AND ABBREVIATIONS .....	79
2.3.	SECURITY .....	80
3.0	GENERAL REQUIREMENTS .....	80
3.1.	TECHNICAL DATA.....	80
3.2.	RECEIPT, INSPECTION, AND PRESERVATION (RIR).....	80
3.3.	MISSING, DEFICIENT, OR ERRONEOUS RECORDS .....	81
3.4.	INDUCTION .....	82
3.5.	OVERHAUL TASKS.....	83
3.6.	PROPELLER ASSEMBLY OVERHAUL REQUIREMENTS.....	84
3.7.	PROPELLER SUB-ASSEMBLIES FOR COMPLETE OVERHAUL .....	84
3.8.	REPAIR REQUIREMENTS (WHERE OVERHAUL NOT REQUIRED).....	84
3.9.	SUPPLY POLICY .....	84
3.10.	CANNIBALIZATION .....	86
3.11.	TESTING .....	86
3.12.	REPAIR RECORDS.....	86
3.13.	CONTRACTOR'S SCRAP PROCEDURES .....	87
4.0	CONTRACTOR QUALITY ASSURANCE/CERTIFICATION REQUIREMENTS.....	87
5.0	PACKAGING, HANDLING, SHIPPING, AND TRANSPORTATION .....	87
6.0	TECHNICAL PUBLICATIONS AND DIRECTIVES .....	88
	TABLE 1 – POINTS OF CONTACT.....	89
	TABLE 2- CONTRACT DATA REQUIREMENTS LIST (CDRL).....	89
	TABLE 3 –PROPELLER ASSEMBLY AND SUB-ASSEMBLY P/Ns & NSNs.....	89

## **1.0 PROGRAM SCOPE**

### **1.1. BACKGROUND**

NAVSUP WSS requires overhaul of 54H60-77 (NSN 1610-00-887-1944) Propeller Assemblies and associated components. The scope of work for this effort includes depot level inspection, overhaul, assembly, balance and flow check of the Hamilton Sundstrand 54H60-77 Propeller Assembly and components (Table 2).

### **1.2. PURPOSE**

- 1.2.1. This Statement of Work (SOW) establishes the minimum work requirements to overhaul Propeller Assemblies and associated components listed in Table 2 of this SOW. The items will be inspected, overhauled, and tested in accordance with this SOW and applicable Technical Publications and Directives as specified in paragraph 6.0.
- 1.2.2. All items shall be processed by the Contractor in accordance with this SOW. The Propeller Assembly shall be delivered to the contractor with the AESR (Aeronautical Equipment Service Record) attached. All work shall be performed by the contractor and / or sub-contractors within facilities under operating conditions approved by the government for critical and time sensitive operations identified in applicable Technical Manuals and Directives listed in Section 6.0 of this SOW.

## **2.0 GENERAL INFORMATION**

Note: Wording in this SOW indicating “the government may provide [material or parts]” reflects action that is entirely at the government’s discretion and (notwithstanding any verbal or written suggestions, projections, or communications outside this contract by any government employee or agent) the contractor should not assume that such material or parts will in fact be provided.

### **2.1. DEFINITION OF TERMS**

The purpose of this glossary is to define terminology and processing requirements. Generally accepted descriptions of equipment and processing terminology expressed by using acronyms or colloquialisms are unacceptable unless agreed to in writing by the parties. Terminology used and not defined elsewhere in this document shall be defined by COMNAVAIRFORINST 4790.2.

Aeronautical Equipment Service Record (AESR): An insert to the basic aircraft logbook used as a service record for various aircraft equipment such as power plant and propellers.

Cannibalization/Cannibalize: Removal of serviceable parts from a propeller assembly or propeller component for installation on another propeller assembly or propeller component.

Component: A part or combination of parts having a specific function, which can be installed or replaced only as an entity.

Consumable Item: An item with a “Z” in the 4<sup>th</sup> position of the Source Maintenance and Recoverability (SM&R) code as defined in the NAVSUP P719.

Depreservation: The removal of those protective measures, including containers and barrier paper, installed to preclude material degradation during times of inactivity, storage or shipment.

Disassembly: Removal of items / attaching hardware of a 54H60-77 Propeller Assembly, sub-assembly, or component sufficient to permit inspection and work required to facilitate the return of an item to an RFI condition.

Disposal: The process of redistributing, transferring, donating, selling, abandoning, destroying, or otherwise disposing of DoD personal property in accordance with any/all applicable DoD property, disposal & demilitarization regulations.

Equipment History Record (EHR): A record card used to track the Valve Housing and Pump Housing service hours and maintenance history.

Fleet Readiness Center (FRC): Activities as established by COMNAVAIRFORINST 4790.2.

Inherent Reliability: The maximum reliability an asset can achieve based on its design and manufacturing process assuming an ideal maintenance environment and operation within design parameters. Reliability is the probability that an asset will perform its intended function for a specified period of time under specified operating conditions.

Induction: The point that the item is depreserved for commencement of repair process. Depreservation associated with **RECEIPT, INSPECTION, AND REPRESENTATION (RIR)** shall not constitute induction when that item is represerved in accordance with paragraph 3.4 of this SOW.

In-Service Support Center (ISSC): The field activity that has been assigned the authority and responsibility of maintenance engineering, basic design, and logistics also referred to as Cognizant Field Activity (CFA), Cognizant Engineering Organization (CEO), and Cognizant Responsible Activity (CRA).

International Aerospace Quality Standard AS9001: Defines additional areas within an aerospace quality management system that must be addressed when implementing an ISO 9001based quality system.

International Organization for Standardization (ISO) 9000 and 14000: The ISO 9000 family addresses **quality management**. The ISO 14000 family addresses **environmental management**. References made to ISO 9000 and ISO 14000 are intended to represent the entire ISO family of standards and guidelines for implementation of a Quality and Environmental Management Program. Information about ISO is available at [www.iso.org](http://www.iso.org).

Item: Any level of hardware assembly; for example, segment of a system, sub-system, equipment, or component part.

Like New: Recoat, resurface, repaint or restore the exterior coating of an item to the original specification and returning the item to RFI condition so that it has its Inherent Reliability.

Maintenance Record: General reference to an Aeronautical Equipment Service Record, Module Service Record, Assembly Service Record, Scheduled Removal Component Card, or Equipment History Record.

Maximum Operating Time (MOT): The maximum allowable time a component or accessory is authorized to operate between overhaul intervals. Maximum operating times are established by the ISSC and listed in the applicable specific Periodic Maintenance Information Cards (PMIC) Publication listed in paragraph 6.0 in this SOW.

Zero-Time Based: Overhaul, repair or restore an item or component IAW applicable technical data so it will have the maximum amount of operating time or cycle times as outlined in the PMIC.

## 2.2. NAVY ACRONYMS AND ABBREVIATIONS

The acronyms and abbreviations used in this SOW are defined as follows:

ACO	Administrative Contracting Officer
AESR	Aeronautical Equipment Service Record
APML	Assistant Program Manager Logistics
BER	Beyond Economical Repair
CDRL	Contract Data Requirements List
CEO	Cognizant Engineering Organization
CFA	Cognizant Field Activity
CLIN	Contract Line Item Number
COR	Contracting Officer's Representative
CRA	Cognizant Responsible Activity
DCMA	Defense Contracting Management Agency
DoD	Department of Defense
ECP	Engineering Change Proposal
EHR	Equipment History Record
FAR	Federal Acquisition Regulation
FOUO	For Official Use Only
FRC	Fleet Readiness Center
GFM	Government Furnished Material
IAW	In Accordance With
IM	Item Manager
IPB	Illustrated Parts Breakdown
ISO	International Organization for Standardization
ISSC	In-Service Support Center
LES	Local Engineering Specifications
LPS	Local Process Specifications
MOI	Missing On Induction
MOT	Maximum Operating Time
NATEC	Naval Aviation Technical and Engineering Services Command
NAVAIR	Naval Air Systems Command
NISPOM	National Industrial Security Program Operating Manual
NRFI	Not Ready For Issue
OAR	Over and Above Repair
OEM	Original Equipment Manufacturer
PCO	Procurement Contracting Officer
PMIC	Periodic Maintenance Information Cards
PRB	Propeller Bulletin
PRC	Propeller Change
PQDR	Product Quality Deficiency Report
REI	Request for Engineering Information
RFI	Ready for Issue
RIR	Receipt, Inspection, and Represervation
RILOP	Reclamation In Lieu of Procurement
SM&R	Source, Maintenance & Recoverability
SOW	Statement of Work
TD	Technical Directives
USG	United States Government
SRA	Shop Repairable Assembly
WRA	Weapons Repairable Assembly

### **2.3. SECURITY**

The Contractor shall implement and maintain security procedures and controls to (1) prevent unauthorized disclosure of "For Official Use Only" (FOUO) and controlled unclassified information and (2) control distribution of FOUO and controlled unclassified information in accordance with the National Industrial Security Program Operating Manual (NISPOM), DoD 5400.7R, and SECNAV M-5510.36. All Contractor facilities shall provide an appropriate means of storage for FOUO and controlled unclassified documents and materials. All FOUO information is controlled and unclassified.

### **3.0 GENERAL REQUIREMENTS**

The Contractor shall overhaul US Navy 54H60-77 Propeller Assemblies and associated components listed in Table 3 received from NAVSUP WSS in accordance with this SOW. During overhaul the Contractor shall repair or replace all out-of-limit parts or components regardless of the cause of the out-of-limit condition. The Contractor shall be responsible for forecasting all material requirements of this contract unless otherwise specified. The USG makes no representation or guarantee as to the condition of the propeller assemblies or associated components provided for overhaul. The Contractor shall provide facilities, labor, spare parts, consumable material, and test equipment, as required to complete the overhaul and RFI the Propeller Assembly.

The Contractor shall overhaul all items in accordance with current NAVAIR Maintenance Manuals as listed in paragraph 6.0 of this SOW. All outstanding Technical Directives at the time of contract award shall be incorporated. Technical Directives (and any similar or related post-award changes, whether Navy- or contractor-generated, to manuals, drawings, processes, etc.) issued after the contract award date will require approval and a contract modification for cost, schedule, and performance considerations. All such contemplated post-award issuances/changes will be presented to the NAVSUP WSS PCO, with a copy to the ACO and NAVAIR Propeller IPT, for PCO approval before implementation. Also all requests to waive PRB and PRC incorporations must be made to the NAVSUP WSS PCO with a copy to the ACO and NAVAIR Propeller IPT. The request may be made by email.

Immediately upon receipt (i.e., the day of receipt where practicable) of a manual/drawing/process, etc. change request or a PRB/PRC waiver request as referenced above, the PCO shall contact the NAVAIR Propeller IPT by email or phone to discuss. After written input from the NAVAIR Propeller IPT (for example, an email communication) the PCO, with a copy to the NAVSUP WSS ACO, shall provide guidance to the contractor.

### **3.1. TECHNICAL DATA**

- 3.1.1. The Contractor shall comply with the applicable technical publications and directives listed in paragraph 6.0 of this SOW. The contractor shall be responsible for requesting and maintaining NATEC access and keeping a technical publication/directives library that is up to date and accurate.
- 3.1.2. IPB Manuals listed in this SOW are the baseline configurations to be used in the part replacement requirements of the contract.

### **3.2. RECEIPT, INSPECTION, AND PRESERVATION (RIR)**

- 3.2.1. The Contractor shall take physical custody of all items received at its facility and shall, pursuant to the government property clause and this SOW, maintain constant care over these items while in storage. The Contractor shall store property received under this contract in an enclosed and covered indoor area

(in accordance with P700 manual). USG equipment shall be kept separate from other property and shall only be accessible by authorized personnel, and protected against loss, damage, and theft. An accurate inventory shall be maintained by the contractor and made available to the USG upon request.

3.2.2. Upon receipt of a Propeller Assembly for overhaul, the Contractor shall inventory, visually inspect the condition of the unit, account for all major components, logbook, and induct or preserve the item as specified by this SOW and applicable Technical Manuals and Directives identified in Section 6.0.

3.2.3. The Contractor shall perform the tasks of paragraph 3.2.3.1 to 3.2.3.4 below within 5 working days. (Receipt is defined as delivery of the item to the Contractor facility). :

3.2.3.1. Report Receipt of Propeller Assemblies: The Contractor shall submit CDRL A001, "Report of Receipt of Items," showing receipt of all items. Items received that do not correspond to those shown in Table 3 of this contract shall be reported to the NAVSUP WSS PCO, ACO, and POCs identified in Table 1 of this SOW.

3.2.3.2. Maintenance Records: Verify the P/N and S/N of the Propeller Assembly received with AESR. The Contractor shall examine maintenance records received with each Propeller Assembly to ensure information is complete and in accordance with COMNAVAIRFORINST 4790.2. In the event that the serial number on the AESR does not match the Propeller Assembly received, the Contractor shall contact the NAVSUP WSS PCO, ACO in writing for clarification / assistance, with a copy to the Propeller IPT. Such contact may be made by email. For missing, deficient, or erroneous records, see 3.3 below.

3.2.3.3. Inspect Propeller Assemblies: The Contractor shall conduct a preliminary inspection of all items received in accordance with the technical manuals identified in paragraph 6.0. Inspection of each item shall require verifying the overall condition of the Propeller Assemblies and condition of the preservation. The Contractor shall update Production Plan and Status Report, with inspection findings and report receipt of improperly preserved items in accordance with CDRL A001 Report of Receipt of Items.

3.2.3.4. Preserve Propeller Assemblies: All Propeller Assemblies not inducted after the receiving inspection has been completed shall be preserved in accordance with applicable technical publications and directives identified in Section 6.0.

### **3.3. MISSING, DEFICIENT, OR ERRONEOUS RECORDS**

3.3.1. Propeller Assemblies shall not be inducted with missing, deficient, or erroneous records except as permitted herein. Upon completion of the receiving inspection, the Contractor shall notify the NAVSUP WSS PCO, ACO and the Propeller-IPT of any missing, deficient, or erroneous records (CDRL A001). The Contractor shall include in the notification: item part number, stock number, nomenclature, and serial number. (E-mail notification is acceptable.) In the event of missing, deficient, or erroneous records, every effort shall be made by the Contractor to reconstruct records in accordance with COMNAVAIRFORINST 4790.2. The Propeller-IPT may be contacted if assistance is required (Table 1). If unable to reconstruct missing, deficient, or erroneous records, the Contractor may only induct the item after written authorization from the NAVSUP WSS PCO, who will coordinate with the ACO and Propeller IPT as appropriate.

### **3.4. INDUCTION**

- 3.4.1. Upon induction the Contractor shall disassemble, clean, and inspect all items in accordance with the applicable technical publications and directives listed in Section 6.0.
- 3.4.2. The Contractor shall inspect all parts for obvious defects and those specifically listed in Technical Directives or Maintenance Manuals. Defects not specifically listed in TDs or Maintenance Manuals, which may result in part failure or deterioration of propeller performance, shall be submitted to the NAVSUP WSS PCO & ACO, who will consult with the Propeller IPT as appropriate for disposition. When such non-specifically listed defects are found, the Contractor may proceed with overhaul only after written authorization from the PCO is received. (Any such authorization from the PCO shall be copied to the ACO and Propeller IPT.)
- 3.4.3. Beyond Economical Repair (BER)
- 3.4.4. Scope. An item is BER if the cost of the overhaul/repair exceeds 75% of the replacement price shown in Attachment A. This replacement price is for the purposes of BER determinations only, and may not be used or relied on by the offeror in the pricing of the overhaul/repair required by this contract.
- 3.4.5. Procedures. Items determined BER will be separately priced if the overhaul/repair is authorized by the PCO. The Contractor shall obtain written concurrence from DCMA for all units determined by the Contractor to be BER. All such determinations, including the basis for the determination, the overhaul/repair required, the proposed price to overhaul/repair and the DCMA written concurrence, shall be provided by the Contractor to the PCO, with a copy to the Item manager (IM). After receipt of the required documentation, the PCO shall provide the Contractor disposition instructions or contractual authority for overhaul/repair of the item. The Contractor is not authorized to proceed with the overhaul/repair until notification is received from the PCO. Any disposal ordered shall be performed by the Contractor in accordance with all applicable regulations and the Contractor's approved Government property disposal procedures.
- 3.4.6. The following additional procedures may apply, if authorized, for the replacement of a BER SRA (Shop Repairable Assembly) within a WRA (Weapons Repairable Assembly) when the SRA has not been separately inducted. The Contractor may request authorization to:
- Ship in place an accepted item from an existing spares or repair contract, if any, or MILSTRIP the SRA(s)
- 3.4.7. The Contractor must provide written notification of any item shipped in place or MILSTRIPed to the PCO and an equitable adjustment may be required. If authorization to ship in place or MILSTRIP is not provided, the Contractor shall contact the PCO for further instructions.
- 3.4.8. Over and Above Repair (OAR).
- 3.4.9. Scope. An item sent to the Contractor shall be considered to require Over and Above Repair (OAR) effort if the overhaul/repair required is highly unusual, not the type of overhaul/repair that would be



anticipated as a result of normal Navy/government operation of the item and is not included in the contract pricing due to the nature or scope of the overhaul/repair needed for that particular item. Therefore, repair of OAR items may be subject to equitable adjustment.

- 3.4.10. Procedures. The Contractor shall obtain written concurrence from DCMA for all units determined by the Contractor to require OAR effort. All such OAR determinations, including the basis for the determination, the overhaul/repair required, the proposed price to overhaul/repair and the DCMA written concurrence, shall be provided by the Contractor to the PCO prior to undertaking overhaul/repair of the item. After receipt of the required documentation, the PCO shall provide the Contractor disposition instructions or contractual authority for overhaul/repair of the item. Any disposal ordered shall be performed by the Contractor in accordance with all applicable regulations and the Contractor's approved Government property disposal procedures.
- 3.4.11. Missing on Induction (MOI): The Contractor shall inventory each item for completeness in accordance with the applicable technical publications and directives listed in Section 6.0. If an item is found to be missing components or parts the Contractor shall notify the ACO and provide MOI Report in accordance with CDRL A002. The Contractor shall obtain written verification of such MOI condition from the ACO (or the ACO's representative at DCMA) for all items determined to have MOI components or parts other than consumable components or parts. The Contractor shall provide identification of the missing components or parts, and the DCMA written verification, to the NAVSUP WSS IM with a copy to the NAVSUP WSS PCO. The Contractor shall not proceed with overhaul of Propeller Assemblies with an MOI condition until instructions on how to proceed are provided to the Contractor. The ACO will coordinate with NAVSUP WSS PCO, IM and the Propeller IPT as appropriate, and provide instructions to the contractor.
- 3.4.12. Replacement of missing consumable components or parts is included in the contract price and an item shall be inducted and overhauled by the Contractor under this contract (i.e., at no extra cost to the government) in the event any such missing component or part is consumable.

### **3.5. OVERHAUL TASKS**

- 3.5.1. The Propeller Assembly shall be disassembled in accordance with technical publications and directives identified in Section 6.0. Propeller parts shall be cleaned, inspected and overhauled in accordance with the technical publications and directives identified in paragraph 6.0. All outstanding Technical Directives (and any similar or related Navy-approved post-award changes, whether Navy or contractor-generated, to manuals, drawings, processes, etc.) shall be incorporated during the overhaul process. The contractor is responsible, at no extra cost to the government, for procurement of parts required to comply with PRC-125, PRC-130 and PRC-148.
- 3.5.2. Other Propeller components listed in Table 3 of this SOW shall be inspected, tested and overhauled in accordance with the technical publications and directives identified in paragraph 6.0. All outstanding Technical Directives (and any similar or related Navy-approved post-award changes, whether Navy or contractor-generated, to manuals, drawings, processes, etc.) shall be incorporated during the overhaul process. TD kit for PRC-126 shall be supplied by the Propeller-IPT via CKA (Central Kitting Activity), Orange Park, FL as GFM.
- 3.5.3. The Contractor shall submit a Production Plan and Status in accordance with CDRL A001. This plan shall report the receipt and induction of the Propeller Assembly and estimated completion and shipping dates. NAVSUP WSS and the Propeller IPT (Table 1 of this SOW) shall be notified if a Propeller Assembly is not inducted due to conditions in paragraph 3.3 or 3.4 of this SOW.

- 3.5.4. All disassembly, inspections, overhaul processes, assembly, and testing shall be performed in accordance with the technical publications and directives identified in paragraph 6.0. The Propeller Assembly shall be zero-time based upon completion of the overhaul.

### **3.6. PROPELLER ASSEMBLY OVERHAUL REQUIREMENTS**

- 3.6.1. Components shall be disassembled in accordance with technical publications and directives identified in Section 6.0. Components shall be cleaned, inspected and overhauled in accordance with the technical publications and directives identified in paragraph 6.0. All outstanding Technical Directives (and any similar or related Navy-approved post-award changes, whether Navy- or contractor-generated, to manuals, drawings, processes, etc.) shall be incorporated during the overhaul process.
- 3.6.2. The Propeller Assembly overhaul shall be accomplished in accordance with technical publications and directives identified in paragraph 6.0. After disassembly of the Propeller Assembly, the Propeller sub-assemblies shall be overhauled in accordance with technical publications and directives identified in paragraph 6.0.
- 3.6.3. Blades shall be overhauled in accordance with the technical publications and directives identified in paragraph 6.0. The Propeller Assembly shall be zero-time based upon completion of the overhaul. Blades P/N A7121B-2 with Serial Number N813320 and below shall be removed from service by the Contractor (in accordance with all applicable regulations and the Contractor's approved Government property disposal procedures) and replaced in accordance with technical publications and directives identified in paragraph 6.0.

### **3.7. PROPELLER SUB-ASSEMBLIES FOR COMPLETE OVERHAUL**

- 3.7.1. The Propeller Assembly Sub-Assemblies shall be overhauled in accordance with the technical publications and directives identified in paragraph 6.0.
- 3.7.2. Contact Ring Assemblies, P/N 597986 shall be removed from service by the Contractor (in accordance with all applicable regulations and the Contractor's approved Government property disposal procedures) and replaced with Contact Ring Assembly, P/N 557045. The contractor is responsible, at no extra cost to the government, for procurement / overhaul of Contact Ring Assembly, P/N 557045 when required.

### **3.8. REPAIR REQUIREMENTS (WHERE OVERHAUL NOT REQUIRED)**

- 3.8.1. Propeller components / items and subassemblies in Table 3 not requiring overhaul in accordance with the technical publications and directives listed in paragraph 6.0 of this SOW shall be inspected, tested, repaired, and refurbished to like-new condition. All outstanding Technical Directives (and any similar or related Navy-approved post-award changes, whether Navy or contractor-generated, to manuals, drawings, processes, etc.) shall be incorporated during the repair process. When repairs are completed, all components/items/subassemblies shall be tested and documented appropriately including logbook, AESR and EHR Card entries in accordance with COMNAVAIRFORINST 4790.2.

### **3.9. SUPPLY POLICY**

Note: references to "drawings and specifications" in this paragraph shall be read to include, where applicable, technical publications and directives listed in paragraph 6.0 of this SOW

- 3.9.1. The Contractor shall be responsible for identification, selection, ordering, and stocking of required parts to support all overhauls and repairs as required in accordance with this SOW. All parts and material used in performance of this contract shall be in accordance with the latest approved revision

of applicable drawings and specifications. The Contractor shall ensure it has access for the duration of this contract to updated drawings and specifications for parts and material required for this contract. This shall include being responsible for requesting and maintaining NATEC access and keeping a technical publication/directives library that is up to date and accurate.

- 3.9.2. Any change to such parts/material drawings or specifications requires Government approval in accordance with the Configuration Management provisions of this contract.
- 3.9.3. All commercially procured parts shall be from the Original Equipment Manufacturers (OEM), OEM approved sources and/or where applicable other sources as listed in the IPBs specified in paragraph 6.0, or from other USG approved sources. Written approval from the PCO must be obtained prior to any change to the manufacturing source or manufacturing facility for all parts which require source approval. However, a Contractor who has been delegated authority by the Naval Air Systems Command in writing to approve a change in manufacturing source or a manufacturing facility may implement such a change after notifying the PCO.
- 3.9.4. Where there has been a change to a manufacturing source, the Contractor shall complete all qualification testing that was required when that item or component was originally qualified. Any changes in such testing shall be submitted to the Contracting Officer for Government review and approval. Any work performed using unapproved changes to drawings, specifications or a manufacturing source or facility are done at the Contractor's own risk. The Contractor is not authorized to deliver any items until such testing (including revised testing as properly approved) has been completed and the delivered items are overhauled/repaired/manufactured in accordance with the qualification requirements package.
- 3.9.5. The Contractor is not entitled to any equitable adjustment to the contract price or terms based on the Government's disapproval of a requested change to the drawings, specifications or manufacturing source or facility.
- 3.9.6. The Contractor shall establish a parts control program. Such controls shall, at a minimum, assure that the parts and material purchased are in compliance with the requirements of this contract. All USG owned parts shall be segregated from other contractor owned material and an accurate inventory shall be maintained and made available to the USG upon request. The USG makes no representation that any previous vendor of an item will sell, or agree to sell, such articles to the Contractor. Audit trails for the manufacture of all parts must be maintained for all components procured in support of this contract. The parts control program and manufacturing audit trails referenced herein shall be consistent with /comparable to ISO-9001.
- 3.9.7. Receiving Inspection of Purchased Parts and Material. Purchased parts and material shall be inspected by the Contractor upon receipt at the Contractor's facility to assure conformance with all requirements of the applicable drawings and specifications. Alternatively, the Contractor shall submit, prior to contract award, evidence for Government review and approval of a purchased parts and material system which provides for adequate inspection to assure parts and material conform to all requirements of the applicable drawings and specifications.
- 3.9.8. Evidence of such inspections shall be maintained by the Contractor or Subcontractor for Government review indefinitely following the conclusion of the contract or as long as the propeller assemblies/components overhauled hereunder remain in active service. The inspection report shall, at

a minimum, include a record of all dimensional data (coordinate/positional), material, finish, and processes with appropriate pass/fail criteria, such as certifications, and actual dimensional readings.

- 3.9.9. The Contractor shall identify the sources utilized and maintain written records documenting applicable procurement data for all parts used on USG property. Such information shall be maintained indefinitely following the conclusion of the contract or as long as the propeller assemblies/components overhauled hereunder remain in active service.
- 3.9.10. Substitution of parts not listed in the IPB shall be submitted as a Request for Engineering Information (REI) to the PCO and the Propeller IPT (Table 1 of this SOW) for approval on a case-by-case basis.
- 3.9.11. Replacement of failed parts shall not result in an item's configuration changing to an older configuration (downgrading/deconfiguration) unless prior approval is received by NAVSUP WSS and the Propeller-IPT in coordination with the ACO.
- 3.9.12. All repairable and consumable parts required for overhaul / repair of the Propeller Assembly and components shall be provided by the Contractor. To support USG cost savings measures, the Government may determine, at its sole discretion, a requirement exists to provide as GFM excess propeller components for Replacement In Lieu of Procurement (RILOP) on a case by case basis. The Contractor's price proposal shall show prices both with and without the use of such excess material as GFM. Such excess material provided will be considered "F" condition (Not Ready For Issue, NRFI) and shall be made RFI by the Contractor prior to use. Under no circumstances shall surplus items be utilized by the Contractor.
- 3.9.13. Technical Directive kits will be provided by the Government for PRC-126 and PRC-130 only. The Contractor is responsible for all parts required for compliance with all other Technical Directives requiring incorporation in accordance with this SOW.

### **3.10. CANNIBALIZATION**

- 3.10.1. The Contractor may be permitted to cannibalize from one assembly to another in order to facilitate on-time delivery of assets upon written authorization from the NAVSUP WSS PCO in consultation with the ACO and the Propeller-IPT.
- 3.10.2. Cannibalization approval shall be requested from the NAVSUP WSS PCO in writing (email is acceptable). It should be noted that cannibalization approval by the NAVSUP WSS PCO shall not constitute grounds to extend the delivery of the item from which the parts were cannibalized.

### **3.11. TESTING**

- 3.11.1. All items shall be tested in accordance with applicable requirements as specified in the technical publications and directives listed in paragraph 6.0 of this SOW.

### **3.12. REPAIR RECORDS**

- 3.12.1. The Contractor shall internally track and document overhaul / repair of all items. Documentation shall include, but not be limited to: item nomenclature, part number, serial number, discrepancy noted, corrective action, work accomplished, technical directive incorporated, certification and verification of work performed, and test results. This documentation shall be available to the Government upon request. All life limited components listed in the PMIC, paragraph 6.0 of this SOW, shall require an entry on applicable SRC, EHR, or AESR in accordance with COMNAVAIRFORINST 4790.2.

- 3.12.2. The Contractor shall maintain, and routinely back up, a historical file of maintenance records. Electronic copies maintained in a database are acceptable. Information shall be available to the USG upon request.
- 3.12.3. The Contractor shall provide documentation of all work performed including Technical Directives incorporated either as Propeller Assembly logbook entries, EHR card entries, or forms approved by the USG. The Contractor shall also ensure AESRs, SRC and EHR Cards, as applicable, are updated with the latest item configuration. Additionally, all Propeller Assemblies must be accompanied by an RFI tag. The Contractor shall provide monthly production status, in accordance with CDRL A001 of all Propeller Assemblies in their custody by serial number and status of work with anticipated completion date.
- 3.12.4. The information in paragraphs 3.12.1 through 3.12.3 shall be maintained indefinitely following the conclusion of the contract or as long as the propeller assemblies/components overhauled hereunder remain in active service.

### **3.13. CONTRACTOR'S SCRAP PROCEDURES**

- 3.13.1. Government Furnished Material (GFM) repairable parts that are replaced as not repairable shall be scrapped by the Contractor with a scrap report sent to the USG in accordance with CDRL A003, Scrap Report. The Contractor shall scrap material in accordance with USG approved procedures. These procedures shall include the requirements stipulated in the Federal Acquisition Regulation (FAR) Subpart 45.5, "Management of Government Property in the Possession of Contractors." DCMA shall verify the component scrap requirement prior to signing off disposition.

## **4.0 CONTRACTOR QUALITY ASSURANCE/CERTIFICATION REQUIREMENTS**

- 4.1. The Contractor shall establish and maintain a quality and inspection system in accordance with the International Organization for Standardization (ISO) 9001. The Contractor shall perform all inspection requirements in accordance with the standard. The Contractor shall ensure that the Propeller Assembly and associated components conform to the specified technical requirements and overhaul / repair requirements in this SOW.
- 4.2. Certification stamps shall be used for attesting to the inspection and test status of the Propeller Assemblies/Sub-assemblies/Components. These stamps shall be controlled to provide continuity and traceability to the individual qualified / certified to perform the specific work task.
- 4.3. The Contractor shall investigate and reply to user-initiated Product Quality Deficiency Reports (PQDR) forwarded by the ACO. This applies to all PQDRs submitted against items overhauled by the Contractor. Sufficient priority shall be given to the PQDR investigations to allow timely corrective action. PQDRs received shall be reported along with subsequent resolution in accordance with CDRL A004, PQDR Status Report. After release of DCMA's final report NAVSUP WSS, COR, or Propeller-IPT will provide disposition instructions of the PQDR exhibit.

## **5.0 PACKAGING, HANDLING, SHIPPING, AND TRANSPORTATION**

- 5.1. The Contractor is responsible to ensure all components are properly preserved, packaged, handled, shipped, and transported in accordance with the Technical Manuals and Directives identified in paragraph 6.0.

- 5.2. Propellers shall be shipped disassembled in a government furnished shipping container.  
(NSN 6KH- 8145-66-123-5374-BP)

**6.0 TECHNICAL PUBLICATIONS AND DIRECTIVES**

NAVAIR 03-20CBBK-1 P-3 Intermediate Level Propeller Maintenance  
NAVAIR 03-20CBBK-2 P-3 Depot Level Propeller Maintenance Manual  
NAVAIR 03-20C-4 P-3/C-130 Depot Level Propeller Blade Manual  
NAVAIR 15-01-500 Preservation of Naval Aircraft  
NA 03-20CED-2 Auxiliary Motor Overhaul Instructions  
NA-03-20C-7 Depot Level Spinner Maintenance  
NA 03-20CED-3 Auxiliary Motor IPB  
NA 03-20CEA-1 Speed Bias Servo Assembly Overhaul Instructions  
NA 03-20CEA-3 Speed Bias Servo Assembly Operation and Maintenance  
NA 03-20CEG-1 Standby Pump and Scavenge Pump Overhaul Instructions  
NA 03-20CEG-2 Standby Pump and Scavenge Pump IPB  
NA 03-20CEG-3 Auxiliary Pump Overhaul Instructions  
NA 03-20CEG-4 Auxiliary Pump IPB  
NA 03-20P-3 Main and Scavenge Pump Depot Maintenance  
NA 01-1A-509 Cleaning and Corrosion Control  
NA 01-75PAA-IMP-6 Series Periodic Maintenance Information Cards  
P700 Common Naval Packaging (CNP) (web site (<https://tarp.navsisa.navy.mil/p700.nsf>))  
Cherry Pt. Local Engineering Specification (LES) CP25-1-CC-9016, REV B  
LES CP25-1-KK-35  
LES CP25-0-JJ-140  
LES CP25-0-JJ-71  
Local Processing Specification (LPS) CP01-1-A-53  
LPS CP02-3-BB-8078  
LPS CP01-3-CC-8367  
PRC-125  
PRC-126  
PRC-130  
PRC-148

Manual changes or Technical Directives issued after the contract award date will be incorporated and utilized as described in the SOW. The Contractor shall be responsible for maintaining an up-to-date technical data library.

**Table 1 Points of  
Contact**

<b>Activity</b>	<b>Responsibility</b>	<b>Name</b>	<b>Phone</b>	<b>E-mail</b>
NAVSUP WSS	Supply Planner	Kanwal Tahir	(215) 697-1447	kanwal.tahir@navy.mil
NAVSUP WSS	Equipment Specialist	John Pakstis	(215) 697-4794	john.pakstus@navy.mil
Propeller-IPT	Propeller Engineer	John Fontaine	(252) 464-8177	John.P.Fontaine@navy.mil
Propeller-IPT	Logistics Manager	Scott Kozup	(252) 464-5859	Scott.Kozup@navy.mil

**Table 2 Contract Data Requirements List (CDRL)**

<b>CDRL Number</b>	<b>Description</b>	<b>Frequency</b>
A001	Report of Receipt of Items	Monthly
A002	Missing on Induction Report	Occurrence
A003	Scrap Report	Monthly
A004	PQDR Status Report	Quarterly

**Table 3 Propeller Assembly and Sub-Assembly P/Ns and NSNs**

<b>Part Number</b>	<b>Nomenclature</b>	<b>NSN</b>
54H60-77	Propeller	1610-00-887-1944
54H60-P3TC	Propeller (Test Club)	1610-00-179-6096
A7121B2	Blade	1610-00-887-0115
A7121B2-P3TC	Blade (Test Club)	1610-00-887-9851
737199-1	Dome (Pre PRC-125)	1RD LL-F02-A793
737199-3	Dome (Post PRC-125)	1RD LL-F02-A792
774473-1	Low Pitch Stop Assembly	1610-01-142-4521
557035	Low Pitch Stop Assembly	1610-00-887-0117
577835	Barrel & Pin Assembly	1610-00-065-5929
558279	Pitch Lock Regulator Assy	1610-00-887-0118
557045	Contact Ring (metal)	1610-00-887-0114
597986	Contact Ring (fiberglass)	5997-00-980-3333

PART I - THE SCHEDULE  
SECTION C  
DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

CLIN: 0001  
NIIN: 008871944  
ITEM NAME: PROPELLER

ACTIVITY USE ONLY: TDP VERSION NO.: 003

1. SCOPE

1.1 . Markings shall be in accordance with MIL-STD-130.

1.2 Articles to be furnished hereunder shall be repaired, tested and inspected in accordance with the terms and conditions specified in the Requirements Section of this document.

1.3 Unless expressly provided for elsewhere in this clause, equipment such as fixtures, jigs, dies, patterns, mylars, special tooling, test equipment, or any other manufacturing aid required for the manufacture and/or testing of the subject item(s) will not be provided by the Government or any other source and is the sole responsibility of the contractor. The foregoing applies notwithstanding any reference to such equipment or the furnishing thereof that may be contained in any drawing or referenced specification.

1.4 The use of MIL-W-81381 wire in any item to be delivered under this procurement is prohibited. The foregoing prohibition applies notwithstanding any reference to MIL-W-81381 wire that may be made in any of the drawings or specifications for this procurement. SAE-AS22750 series wire shall be used in lieu of MIL-W-81381 wire, in any place where MIL-W-81381 wire is cited in this procurement. Any questions concerning this requirement should be directed to the Procuring Contracting Officer.

1.5 If MIL-STD-454 is referenced in the drawings or in the specification, the contractor is expected to show compliance with IPC/EIAJ-STD-001C Personnel performing tasks in accordance with IPC/EIAJ-STD-001C shall be trained and certified as required by IPC/EIAJ-STD-001C paragraph 5.1.4.

~~1.6 Articles to be furnished hereunder shall be manufactured, tested and inspected in accordance with <HAMILTON SUNDSTRAND> drawing number ( <(73030)> ) <54H80-77> , Revision <LATEST> , Engineering Order(s) <AS REQUIRED> , and all details and specifications referenced therein.~~

~~1.7 Unless expressly provided for elsewhere in this clause, equipment such as fixtures, jigs, dies, patterns, mylars, special tooling, test equipment, or any other manufacturing aid required for the manufacture and/or testing of the subject item(s) will not be provided by the Government or any other source and is the sole responsibility of the contractor. The foregoing applies notwithstanding any reference to such equipment or the furnishing thereof that may be contained in any drawing or referenced specification.~~



N00383-15-R-F238

1.8 The use of MIL-W-81381 wire in any item to be delivered under this procurement is prohibited. The foregoing prohibition applies notwithstanding any reference to MIL-W-81381 wire that may be made in any of the drawings or specifications for this procurement. MIL-W-22759 series wire shall be used in lieu of MIL-W-81381 wire, in any place where MIL-W-81381 wire is cited in this procurement. Any questions concerning this requirement should be directed to the Procuring Contracting Officer.

1.9 If MIL-STD-454 is referenced in the drawings or in the specification, the contractor is expected to show compliance with MIL-STD-2000A. Personnel performing tasks in accordance with MIL-STD-2000A shall be trained and certified as required by MIL-STD-2000A paragraph 5.1.4.

## 2. APPLICABLE DOCUMENTS - NOT APPLICABLE

## 3. REQUIREMENTS

The contractor shall maintain a quality control system which meets the requirements of Mil-I-45208A, Mil-Q-9858, ISO-9000 / 9001 / 9002 or equivalent.

**RESPONSIBILITY FOR INSPECTION:** Unless otherwise specified, the contractor is responsible for the performance of all inspection requirements as specified herein. Except as otherwise specified, the contractor may use his own or any other facility suitable for the performance of the inspection requirements specified herein.

**PROCEDURES:** The contractor shall prepare and maintain Quality Control Documentation, test and repair procedures, and inspection procedures which shall be made available to the Government for review and approval. The procedures shall include sequential diagrams of the test, repair, and inspection process, as well as the performance specifications to perform the procedures.

**QUALITY ASSURANCE PROGRAM PLAN:** The contractor shall develop, implement and maintain a Repair Quality Plan in compliance with the requirements of Mil-I-45208A, Mil-Q-9858, ISO-9000 / 9001 / 9002, or equivalent. The plan shall define the specific methods by which compliance with contractual requirements will be assured. All quality assurance data shall be provided to the Government for review and approval upon request.

**PURCHASED MATERIAL CONTROL:** The contractor shall establish and maintain a system of control over purchased material which shall assure that the necessary requirements of this contract are included, in all sub contract agreements. A parts control system shall establish a record of performance for each purchased and internally manufactured part and shall be used to evaluate continued use of the source. The contractors control system shall be in compliance with either Mil-I 45208A/Mil-Q-9858 or equivalent Quality Quality Assurance Standard. (ISO/AS:9000, 9001, 9002).

**RECEIVING INSPECTION OF PURCHASED MATERIAL:** Purchased items shall be inspected upon receipt at the contractors facility to ensure conformance with all requirements of the Technical Data Package (TDP). Evidence of such inspections shall be maintained for Government review at least twelve (12) months following acceptance of the end item. Inspection reports shall be maintained by the contractor. The inspection report shall, at a minimum, include a record of all dimensional data (coordinate/positional), material, finish, and process with appropriate pass/fail criteria, such as certifications, and actual dimensional readings.

**FAILURE ANALYSIS AND CORRECTIVE ACTION:** All failure analysis and corrective action reports/plans shall be submitted to the Government.

**NONCONFORMING MATERIAL:** The contractor shall establish an effective system for controlling nonconforming material including procedures for identification, segregation, and disposition.

**CONTRACTOR INTERNAL REVIEW BOARD (IRB):** IRB authority is delegated to the contractor for this contract only. The IRB may be used only for disposition of materials exhibiting minor non-conformances, scrap or rework to return a part to conformance with drawings or specifications as authorized by the approved repair procedures. IRB shall not use "AS-IS" disposition. A complete file of IRB actions shall be maintained for review by the Government for concurrence of classification.

**MATERIAL REVIEW BOARD (MRB):** Formal MRB authority for disposition of "AS-IS" and for minor non-conformances is retained by the Government. The contractor shall submit the appropriate request for Waiver/Deviation via the DCNC to the NAVICP Contracting Officer.

**RESPONSIBILITY FOR COMPLIANCE:** All items must meet all requirements of this Statement of Work. The inspection requirements set forth in this SOW shall become part of the contractors overall inspection system or quality program. The absence of any inspection requirements in the SOW shall not relieve the contractor of the responsibility of assuring that all Government equipment submitted for acceptance comply with all requirements. Sampling in quality conformance does not authorize submission of known defective items, either indicated or actual, nor does it commit the procuring activity to acceptance of any defective items.

**REPAIR ASSESSMENT TESTING:** The Government may select samples of the Contract Line Items (CLINS) which have completed repair and have been accepted by the Government representative for the purpose of conducting performance testing, environmental testing, and quality conformance examination in a repair assessment test program. A quantity of CLIN's

may be randomly selected from each quarterly repair production completion for shipment to the CFA or other Government designated location to conduct this testing.

**RECORDS OF DATA COLLECTION:** The contractor shall maintain a historical record file to contain copies of applicable data and documents for individual CLIN's and assemblies by CLIN serial number. The historical record file shall include, but not be limited to the following types of historical records:

- Receipt inspection documentation.
- Repair shop travelers or repair cards.
- Parts replacement records.
- Parts inspection data before and after repair as applicable.
- Acceptance test data.

QA personnel shall maintain a complete receipt inspection, test, repair re-test, history card for each item processed. This information shall be made available to the Government upon request.

### 3.1 1.0 GENERAL

**3.1.1** This Statement of Work (SOW) establishes the criteria for repair and testing /inspection of the subject item. It includes inspection, component repair and replacement, reassembly and testing procedures required to return units back into a serviceable condition.

### 3.2 2.0 DEFINITIONS.

**3.2.1 CONTRACTOR:** Is defined as the successful offeror awarded a contract, order or issued a project work order. The term "contract" encompasses a contract, an order, or a project work order.

**3.2.2 OVERHAUL:** An overhauled part is one which has been disassembled, cleaned, inspected, repaired as necessary (by replacing or repairing all components which have been found to exceed limits established by the repair/overhaul manual) reassembled and tested in accordance with the approved repair/overhaul manual listed in this SOW and returned to a Ready for Issue (RFI) condition (Refer to contract schedule for items to be overhauled).

**3.2.3 REPAIR:** A repaired part is one which has been restored to a Ready for Issue (RFI) condition (by replacing or repairing those components found to be defective, broken, damaged or inoperative during the initial evaluation and troubleshooting phase) and tested in accordance with the approved repair/overhaul manual listed in this SOW (Refer to contract schedule for items to be repaired).

### 3.3 3.0 SCOPE

**3.3.1 GENERAL.** The items to be furnished hereunder shall be overhauled, upgraded, repaired, tested, inspected, and accepted in accordance with the terms and conditions specified in this contract. Unless expressly provided Government Furnished Property, including equipment such as fixtures, jigs, dies, patterns, mylars, special tooling, special test equipment, or any other manufacturing aid required for the repair, manufacture, and/or testing of the subject item(s) will not be provided by the Government and shall be the responsibility of the contractor. The foregoing applies notwithstanding any reference to such equipment or the furnishing thereof that may be contained in any drawing, manual, or specification for the contract items.

**3.3.2 REPAIR UPGRADE REQUIREMENTS:** The contractor shall provide the necessary facility, labor, materials, parts, and test and tooling equipment required to return the following items to a Ready For Issue (RFI) condition:

**PROPELLER <PROPELLER. P/N: 54H80-77.> P/N, <7RE 1610-00-887-1944 BP.> NSN, <ALL APPLICABLE REPAIR MANUALS, DRAWINGS AND SPECIFICATIONS.> Tech Publications**

**3.3.3 RFI** is defined as that condition allowing the items to perform properly and reliably in an operational environment in a manner they were intended to operate. The contractor must perform all repairs/upgrades at the facility identified within this SOW. Repairs performed by the contractor or subcontractor shall be performed in accordance with the specified drawings and repair manual(s).

**3.4** Changes to such manuals used for repairs under this contract, or changes to drawings or specifications used in the manufacture of parts utilized in these repairs, require Procuring Contracting Officer (PCO) approval in accordance with the Configuration Management provisions of this Statement of Work or contract. Under no circumstances should the repair, test, and inspection extend beyond the requirements of this paragraph unless authorized by the Government QAR. In addition, requests for approval of changes to a repair source or repair facility shall be submitted in writing to the PCO prior to making any such change.

**3.4.1** Any repairs performed using unapproved changes to such manuals, drawings, specifications, or changes to repair source or facility are done at the contractor's own risk. If the Government disapproves the requested change, the contractor shall replace any delivered items repaired using such unapproved manuals, drawing, specification, repair source or repair facility change. The contractor is not entitled to any equitable adjustment to the contract price or terms based on the Government's disapproval of a requested change to manuals, drawings, specifications, or to a repair source or facility.

**3.4.2 References on Drawings and Specifications:** For repair and overhaul purposes only. All references to the "prime contractor" or the "actual manufacturer" appearing on the drawings and / or specifications or technical data furnished by the Government shall be read as the "Government Designated Agency"

**3.4.3 Process Control Documentation:** The contractor shall prepare and maintain repair procedures, and test / inspection information / procedures which shall be made available to the Government for review and approval. The procedures shall include sequential diagrams of processes, as well as the performance specifications to perform the testing / inspection procedures. Those processes shall be frozen after approval of the inspection / Test.

**3.4.4 Beyond Economical Repair (BER).** An item is BER if the cost of the repair exceeds 75% of the production quantity price to replace the item, current at time of award. This replacement price is for the purposes of BER determinations only, and may not be used or relied on by the offeror in the pricing of the repairs required by this contract. Items determined BER are not included in the contract price. The contractor shall obtain written concurrence from DCMA for all units determined by the contractor to be BER. All such determinations, including the basis for the determination, the repair required, the proposed price to repair and the DCMA written concurrence shall be provided by the contractor to the PCO, with a copy to the inventory manager. After receipt of the required documentation, the PCO shall provide the contractor disposition instructions or contractual authority for repair of the item. The contractor is not authorized to proceed with the repair until notification to proceed is received from the PCO. Any disposal ordered shall be performed by the contractor in accordance with all applicable regulations and in accordance with all DCMA disposal procedures and requirements.

**3.4.5 Missing on Induction (MOI).** A Weapons Repairable Assembly (WRA) is subject to this MOI provision if the item received by the contractor for repair is missing one or more Shop Replaceable Assemblies (SRAs). Contractor replacement of MOI SRAs is not included in the contract price. The contractor shall immediately notify DCMA when an item is received with MOI SRA(s) and shall obtain written verification from DCMA for all WRAs determined to have MOI SRA(s). The contractor shall provide all such determinations, including identification of the missing SRA(s), and the DCMA written verification, to the Inventory Manager with a copy to the PCO and ACO prior to induction and/or repair of the WRA. The contractor shall not induct and/or repair WRAs with MOI SRAs until instructions on how to proceed are provided to the contractor by the Inventory Manager (where no adjustment price to the contract is required) or by the PCO. Items received by the contractor missing consumable parts are not MOI items. Rather, repair of such items and replacement of the missing consumable parts are included in the contract price and the item shall be inducted and repaired by the contractor under this contract.

**3.4.6 Replacing Failed or Missing Shop Replaceable Assembly (SRA) when repairing a Weapons Replaceable Assembly (WRA).**

**3.4.7 A. When the contractor believes one or more SRA(s) within a WRA are either:**

**3.4.8 Beyond Economic Repair (BER) or Beyond Repair (BR)** i. e. the unit is not capable of being repaired because of the extent of physical damage), or Missing on Induction (MOI), the contractor shall obtain written verification from DCMA and advice from the Inventory Manager whether a SRA may be replaced by one or more of the following options: Ship in place from an existing spares or repair contract, if any, MILSTRIP the SRA(s), otherwise be provided direction for obtaining the SRA(s) at no cost to the contractor. The detailed procedures are set forth in Section 6.0 of the WEB-BASED COMMERCIAL ASSET VISIBILITY (CAV) STATEMENT OF WORK.

**3.4.8 B. When not otherwise provided for (or precluded) by other terms of this contract,** the contractor may seek written authorization to replace failed SRA(s) with Ready For Issue SRA(s). When authorized, the procedures set forth in paragraph 3.0 of Section 8.2 of the WEB-BASED COMMERCIAL ASSET VISIBILITY (CAV) STATEMENT OF WORK shall be followed.

**3.4.10 Over and Above Repair (OAR).** An item sent to the contractor shall be considered to require over and above (OAR) repair effort if the repair required is not the type of repair that would be anticipated as a result of normal Navy operation of the item and is not included in the contract pricing due to the nature or scope of the repair needed for that particular item. Therefore, repair of OAR items may be subject to equitable adjustment. The Contractor shall obtain written concurrence from DCMA for all units determined by the contractor to require OAR effort. All such OAR determinations, including the basis for the determination, the repair required, the proposed price to repair and the DCMA written concurrence, shall be provided by the contractor to the PCO prior to undertaking repair of the item.

After receipt of the required documentation, the PCO shall provide the contractor disposition instructions or contractual authority for repair of the item. Any ordered disposal shall be performed by the contractor in accordance with all applicable regulations and DCMA disposal procedures and requirements.

### 3.5 4.0 PARTS AND MATERIALS

**3.5.1 General.** The contractor is responsible for supplying all parts and material necessary to perform the required repairs under this contract unless parts or material are specifically identified as Government Furnished Material (GFM). All parts and material used in performance of this contract shall be in accordance with the latest approved revision of applicable drawings and specifications and shall be new in accordance with FAR 52.211-5, Material Requirements, which is incorporated by reference herein. Authorization to use other than new material as defined by FAR 52.211-5 requires written approval from the PCO. In addition, cannibalization must be approved by the PCO. Cannibalization of units that have not been inducted is not typically authorized and requires specific approval by

~~the PCO.~~

3.5.2 The contractor shall ensure it has access for the duration of this contract to updated drawings and specifications for parts and material required for repairs performed under this contract. Any change to such parts/material drawings or specifications requires Government approval in accordance with the Configuration Management provisions of this Statement of Work. Written approval from the PCO must be obtained prior to any change to the manufacturing source or manufacturing facility for all parts which require source approval, unless the contractor is the Design Control Agent (DCA) (i.e. the entity responsible for maintaining the latest configuration data) for the contract item. If the contractor is the DCA, the contractor may approve changes to manufacturing source or manufacturing facility for all parts, including those which require source approval. Any repairs performed using unapproved changes to such drawings, specifications or manufacturing source or facility are done at the contractor's own risk. If the Government disapproves the requested change, the contractor shall replace any delivered items repaired using such unapproved change. The contractor is not entitled to any equitable adjustment to the contract price or terms based on the Government's disapproval of a requested change to the drawings, specifications or manufacturing source or facility.

~~3.5.3 Purchased Material Control and Parts Control. The contractor shall establish and maintain a system of control over purchased parts and material. Such controls shall, at a minimum, assure that the parts and material purchased are in compliance with the requirements of this contract.~~

~~3.5.4 Receiving Inspection of Purchased Parts and Material. (1) Purchased items shall be inspected upon receipt at the contractor's facility to assure conformance with all requirements of the applicable drawings and specifications or (2) the contractor shall provide prior to the contract award evidence for Government review and approval of a purchased parts and material system which provides for the inspections to assure conformance with all requirements of the applicable drawings and specifications. Evidence of such inspections of such inspections shall be maintained by the contractor or subcontractor for Government review. The inspection report shall, at a minimum, include a record of all dimensional data (coordinate/positional), material, finish, and process with appropriate pass/fail criteria such as certifications and actual dimensional readings.~~

~~3.5.5 \*\*\*NOTE\*\*\*PART CANNIBALIZATION IS NOT AUTHORIZED UNLESS SPECIFICALLY APPROVED BY NAVSUP WSS AND THE BOE.~~

3.5.6

### 3.6 SOURCE AND LOCATION OF REPAIR SOURCE:

3.6.1 The contractor shall specify the name of the Source/Division performing the work and the actual location where work will be performed.

PROPELLER <PACIFIC PROPELLER INTERNATIONAL.> Company Name , <5802 S 228TH STREET, KENT, WA.> Address , <{(10210)}> Cage Code

inspection will be accomplished on the contractor's equipment

### 3.7 5.0 CONTRACTOR QUALITY REQUIREMENTS:

3.7.1 Quality Program. The Contractor shall establish, implement, document and maintain a quality system that ensures conformance to all applicable requirements of ISO 9001/ SAE AS9100. The Contractor's quality management system/program shall be designed to promptly detect, correct and prevent conditions that adversely affect quality.

3.7.2 Calibration System Requirements. Contractor shall maintain a calibration system that meets the requirements of ANSI/NCSL Z540.3, ISO-10012-1 or an equivalent calibration program acceptable to the Government.

### 3.8 6.0 CONFIGURATION MANAGEMENT (CM):

3.8.1 The contractor shall maintain a configuration management plan in accordance with the provisions of NAVSUP WSS configuration management clause NAVICPIA18. (Refer to contract).

### 3.9 7.0 MARKINGS.

3.9.1 Marking shall be as indicated in the contract when applicable.

### 3.10 8.0 STORAGE:

3.10.1 The contractor shall provide a proper enclosed warehouse environment for both material items awaiting repair and assets which have been repaired and are awaiting shipment to ensure the items are not damaged while being stored.